

JOHN JOHNSON DEPARTMENT
HAYING been REPLEN-
ISHED with a large as-
ortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and dispatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail.

THE HONGKONG CHINESE MAIL
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ISSUED DAILY.
CHUN YU MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, delivered at Hong
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including postage.

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HONGKONG, FRIDAY, MAY 7, 1897.

日六初月四年酉丁

PRICE, \$2.50 PER MONTH.

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The Very Best
Gentlemen
"NB"
Sole by LANE, CRAWFORD & Co., and all Retail Stores.

NOTICE OF REMOVAL.
MR. CHADWICK KEW has RE-
MOVED his Dental Rooms to No.
39, Queen's Road Central, opposite his late
premises and above Attack's Furniture
Store.
CHAD. T. KEW.
Hongkong, May 3, 1897. 888

Kinghorn & Macdonald,
Consulting Mechanical Engineers
CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPLIANCES.
SPECIFICATIONS, DESIGNS AND
DRAWINGS prepared for all Classes
of STEAMSHIPS, MACHINERY and
BOILERS.
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Surveys undertaken and Reports prepared.
Telegrams: "KINGHORN," Hongkong.
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JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD.
Hongkong, November 5, 1896. 9238

**JAPANESE
FINE ART CURIOES.**
KUHN & KOMOR,
21 & 23, Queen's Road, Hongkong;
35, Water Street, Yokohama; and
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CEMENTIGHT.
A PAINT—non-conductor of Heat or
Cold, impervious to dampness, and
also Fire Proof.
Specially Suitable for the Covering of
Buildings.
A protection against high and low tem-
peratures.
A preserver of all kinds of Timber against
insect.
An indestructible Paint on Iron, Bricks
and every description of Plaster, Lime or
Cement.
For further particulars, apply to
HARRETT & Co.,
General Agents.
Hongkong, March 15, 1897. 634

**AN EFFECTUAL STOP
IS PUT TO ALL ANXIETY**
**THE NEW GUARANTEED CASH
VALUE POLICY
OF THE
'EQUITABLE'**
This Policy provides three things: (1)
Protection for the family; (2) Provision for
the assured's later years; (3) A valuable
investment.
When three annual premiums have been
paid the policy acquires yearly, thereafter
three distinct GUARANTEED values in
(1) paid-up assurance; (2) Cash; (3) Loan
at 5 per cent.
This policy is pronounced by experienced
men of business to be the best and most
liberal contract of life insurance ever in-
sured; and it is offered by an office having the
splendid SURPLUS of \$2,500,000 sterling
to support its GUARANTEES.
Full Particulars and Illustrations from
the GENERAL AGENTS,
SHEWAN, TOMES & CO.,
OF
J. M. HAMILTON,
Manager for the East.
Hongkong, October 27, 1896. 3187

KELLY & WALSH, LTD.
Sole Agents for the East.
ROYAL INSTITUTE OF PAINTERS IN WATER
COLORS.
ART UNION 1897.
Each subscriber is entitled to a point of
either of two presentation plates and a
chance in the Ballot.
**SUBSCRIPTION LIST CLOSING
MAY 31ST.**
Specimens of the plates sent on request.
KELLY & WALSH, LIMITED.
Hongkong, May 1, 1897. 881

**UNITED ASBESTOS ORIENTAL AGENCY,
LIMITED.**
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H. M. Government, and the Principal English, Indian, Colonial and
Foreign Railways, including the Imperial Railways of Japan.
MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest
Pressures. Cheaper qualities for Low Pressures.
The "VICTOR" METALLIC PACKING has been adopted by the Lords of the
Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and
Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battle
ship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks,
Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
Superintendent: ... THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.

**ACKERMAN-LAURANCE
SAUMUR**
DEY-ROYAL, BRUT-ROYAL, and ROYAL.
We can bear testimony to the excellent quality of
Messrs. Ackerman-Laurance's "Dry Royal." It is a pure,
wholesome and exhilarating as the most expensive Cham-
pagne. —London Medical Record.
Caldbeck, Macgregor & Co.,
AGENTS for CHINA and HONGKONG.
Hongkong, 23rd April, 1897. 886

BURKE'S BOTTLINGS. BURKE'S BOTTLINGS.
BASS & Co.'s FINEST PALE ALE, ... 4 doz. qts. 3 doz. pints. \$17.25 \$28.50
GUINNESS' EXTRA FOREIGN STOUT, ... 17.50 22.75
CONDITION GUARANTEED.
BURKE'S BOTTLINGS ARE THE ONLY RELIABLE BOTTLINGS OF THESE
FAMOUS BEVERAGES.
HARVEY & Co., Agents.
558

**DICK'S (LATE HANNAY'S)
PATENT COMPOSITION.**
The Cunard Steamer "LUCANIA," which holds the record for
quickest passages across the Atlantic is coated with
this Composition.
Also in Use by the EMPRESS Line of Steamers.
HARRY WICKING & Co., Sole Agents in Hongkong.
2562

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REDUCED RATES FOR
CERTAIN ROOMS.
ENQUIRE AT THE
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HONGKONG HOTEL.
L. MARTEL & Co.,
WINE AND SPIRIT MERCHANTS AND COMMISSION AGENTS.
24, QUEEN'S ROAD.
CHABLIS. POMMARD. CHAMBERTIN.
Breakfast and After Dinner Wines, Red and White.
All our Wines are guaranteed pure and unadulterated.
Price List on Application.

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BELL'S ASBESTOS EASTERN AGENCY, Ltd.,
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SOLE EASTERN AGENTS FOR:
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W. WILSON CORSETT, (SATURN AND SCANDINAVIA BELTING).
Bell's Packings and Jointings are used by the British, French,
Russian, Italian, Swedish and Spanish Navies, also by
Principal English, Colonial and South American
Railway Companies.
W. JACKSON, Manager.

NEW GOODS.
GENTS' STRAW HATS,
GENTS' TENNIS SHOES,
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(A SPECIALITY).
ICE CREAM FREEZERS,
ICE PAILS (ELECTRO PLATE),
ICE SHAVERS.
LANE, CRAWFORD & Co.

**PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY**
WILL dispatch VESSELS to the Undermentioned PORTS on the DATES
named:—
FOR. STRAITS. CAPTAIN. DATE.
SHANGHAI, N'KI ... E. P. BISHOP ... About 14th May.
Kobe & Yokohama ... C. L. DANIEL ... About 15th May.
SHANGHAI, N'KI ... R. E. L. HILL, R.N.R. ... About 16th May.
LONDON, HAMBURG ... F. H. RYTHOU ... Noon, 20th May.
LONDON, &c. ... J. PAINE, R.N.R. ... About 27th May.
* See Special Advertisement. † For Freight (only).
For Freight or Passage, and further Particulars, apply to
P. & O. S. N. Co.'s Office, H. A. RITCHIE, Superintendent.
Hongkong, May 7, 1897. 931

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NEW BOOKS AND NEW EDITIONS.
The Navy and the Nation, by Clarke ... \$ 8.00
and Hurstfield ... 4.50
Medical Annals ... 2.00
Joseph Thomson—Thomson ... 2.00
Nansen's Farthest North, 2 Vols. ... \$ 2.50
by Laing ... 2.00
The British Mercantile Marine, by ... 2.00
Blackmore ... 2.75
The Engineer's Year Book, 1897, by ... 4.25
Kemp ... 4.25
Dunro and Jamieson's Pocket Book ... 8.00
889 Electrical Rules and Tables ... 4.75
Queen's Road, Under Hongkong Hotel.

MONOPOL.
A bright sparkling BEER in Hock Bottles, free from sediment.
Per case of 6 doz. pints, ... \$12.50.
GANDE, PRICE & Co.,
Wine and Spirit Merchants.
12, Queen's Road Central.
837

**ASK FOR FERGUSON'S
P. & O.**
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.
THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.
Sole Importers,
F. BLACKHEAD & Co.
721

**THE HONG KONG
MARKET
FOR
PRIME BEEF
& MUTTON
CORNED
BEEF AND
SAUSAGES
&c.
&c.
&c.
GO TO
H. K. 15,
CENTRAL
BUTCHERY**

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Booming Ahead.
A LEAP INTO FAME!
A BUMPING SUCCESS!!
WATKINS & Co.,
Sole Agents.

**Green Island Cement Company
Limited.**
MANUFACTURERS OF
PAVING
BRICKS
PAVING
TILES
DRAIN-PIPES
FIRECLAY
WORKS,
GREEN ISLAND, MACAO.
DEEP WATER BAY, HONGKONG.
SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

W. POWELL & Co.
EX. SOOCTRA.
SPLENDID ASSORTMENT OF
NEW MILLINERY.
HATS—FLOWERS—FEATHERS—LACES—RIBBONS
SHIRTS—SKIRTS—COLLARS—GLOVES—&c.
We shall make a special show of Jubilee specialties for decorations etc., about May 17.
W. POWELL & Co.
Hongkong, May 1, 1897. 883

To Let.
TO LET.
4 UPPER MARQUE TERRACE,
"MACOMBER," near the L.R.C.,
and WESTBURY VILLA, NORTH
BUNAM ROAD.
"THE RETREAT," CASTLE ROAD.
Apply to
LINSTEAD & DAVIS.
Hongkong, May 6, 1897. 876

TO LET.
FROM 1st JUNE.
EXCELLENT HOUSES IN STEWART
TERRACE, THE PRINCE, containing FIVE
Rooms each, with VERANDAHS front and
back, handsomely fitted in and in good
repair.
Will be Let Singly, or the Two as one
House.
Apply to
MACWEN, FRICKEL & Co.
Hongkong, April 24, 1897. 843

TO LET.
NOS. 2 and 3, STEWART TERRACE
(THE PRINCE).
Apply to
J. W. NOBLE.
Hongkong, August 28, 1896. 1742

TO LET.
DWELLING HOUSES—
HOUSES IN REFORM TERRACE.
"HARFORD," at MAGAZINE GAP.
"THE KENNELS," at MAGAZINE
GAP.
GODOWNS IN BLUE BUILDINGS.
"No. 1, UPPER ALBANY," furnished,
from 1st May.
"MYRTLE BANK," THE PRINCE.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, April 28, 1897. 2185

TO LET.
NOS. 4 and 9, QUEEN'S GARDENS.
Apply to
G. O. ANDERSON,
13, PRAYA CENTRAL.
Hongkong, April 30, 1897. 885

H. F. OARMICHAEL,
Consulting Engineer and Surveyor,
15, PRAYA CENTRAL.
Begs to announce that from this date
he intends to carry on Business at the
above address, and that he is prepared to
supply DESIGNS and SPECIFICATIONS for
all classes of ENGINEERING WORK.
Repairs Supervised and Survey Undertaken.
Hongkong, April 28, 1897. 880

WANTED.
TWO BOYS and KITCHEN, BATH-ROOM
and ROOM for SERVANTS.
Apply to "M." China Mail Office.
Hongkong, May 5, 1897. 884

Intimations.
**OCEAN MARINE INSURANCE COM-
PANY, LIMITED.**
HAVING been appointed AGENTS
for the above Company, we are
prepared to accept MARINE RISKS at
Current Rates.
DODWELL, CARLILL & Co.,
Agents.
Hongkong, May 8, 1897. 939

NOTICE TO CONTRIBUTORS.
**A BONUS OF TWENTY PER CENT. UPON
CONTRIBUTIONS for the Year
1896, has this Day been declared. WAR-
RANTS will be issued on the 10th Proximo.**
JARDINE, MATHESON & Co.,
General Agents.
CANTON INSURANCE OFFICE, LTD.
Hongkong, April 24, 1897. 835

NOTICE TO SHAREHOLDERS.
**A N INTERIM BONUS OF TWENTY PER
CENT. UPON CONTRIBUTIONS for the
year 1896 has been declared.**
WARRANTS will be issued on the 30th
Instant.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, April 16, 1897. 778

WANTED.
A FIRM in HONGKONG to take CHARGE
of the Sole AGENCY of a COAL
MINE. Apply, Stating terms to
A.B.C., care of this Office.
Hongkong, May 3, 1897. 896

FOR SALE.
**J. & G. STODART'S
FINE, OLD
WEST OF SCOTLAND
Whisky.**
Dodwell, Carlill & Co.,
Praya Central.
Hongkong, March 23, 1897. 885

JUST LANDED.
A Fresh Consignment of FINE APPLE
BRAND HAMS and BACON.
A Small Shipment of the well known
BUTTERFLY BRAND CREAMERY
BUTTER.
Quality will speak for itself.
H. BUTTNER,
14, D'Almeida Street.
Hongkong, April 16, 1897. 873

It is believed in Japan that Sir Ernest Satow will accompany Prince Arisugawa to England by the M.M. steamer Sydney. Mr. Gerard Lowther is to be *Chargé d'Affaires*.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Lane, Crawford & Co. £3 6d

This morning about eleven o'clock, a brick-layer working at a block of new buildings in course of erection in Wing Lok Street fell from the third to the first floor and injured himself severely. A fork removed him to the Tung Wah Hospital, where he now lies in a precarious condition.

LAWN TENNIS.

CRICKET CLUB TOURNAMENT.
Result of semi-final 'A' Class Single Handicap:—
H. S. Moberly (over 15.1) beat W. J. Mayson (over 15).

CHAMPIONSHIP FINAL.

The final tie in the Championship section was played off yesterday in the presence of a large number of spectators. H.E. the Governor was among those who watched the play with the keenest interest. The finalists were Lieut. Farie, R.N., and Mr. W. Gibson, the latter of whom, we believe, was a winner of the tennis championship of Penang. It was considered that both men were very fairly matched, and the majority were inclined to favour Farie's chances on account of his well-known staying powers. The play, however, upset all calculations. Playing a hard game, Mr. Gibson, who has a fine variety of strokes, was somewhat easily by 3 sets to 1. The score, however, is not a fair criterion of the game. The winner had to work hard, and he did not spare himself, covering more ground than the loser, and it was a noticeable feature of the play that he invariably won prolonged rallies and long duce games. There was very little volleying, both players relying upon hard drives from the back of the Court. But whenever Gibson came in to volley he was always successful. His play to Farie's left was very fine. The winner played by far the best and prettiest game, and deserved to win. The score was 6-3, 6-1, 1-6, 6-1.

At the close of the game, H.E. the Governor, in a few humorous remarks, complimented the players, and presented the championship prize to Mr. Gibson.

W. Robertson & Co., Piano and Musical Instrument specialists and experts, Showrooms and Factory, Duddell St.; *Workshops Queen's Road Central.*

COUNT OKUMA, Japanese Minister of Foreign Affairs, has given Mr. Shimamura, Minister to Honolulu, full power to settle the dispute with the Hawaiian Government in respect to the non-admission of immigrants.

This regular soldier's contempt for the civilian is notorious, but one expects something better from the Victorian militia, who occasionally climb down to the ordinary level of civil life. At the late tournament in the Exhibition-building one officer, meeting another said, "I hear there was a man hurt a little while ago?" "Oh, yes," was the perfectly serious reply, "it was not a man, it was a civilian."—*The Australasian.*

ALTHOUGH Japanese coal has for a time driven the British and Australian coals from Shanghai, Singapore and other markets, it seems now, says the *Chungking*, that owing to the rise of Japanese coal not only will it be superseded by British and Australian coal, but the latter is about to be imported into Japan. It is said that a certain Japanese coal dealer lately wrote to a merchant in Sydney asking the price of superior coal, f.o.b. at that port, and found that he could get it at eight shillings per ton, while the ordinary grade was seven shillings. It appears that the Nippon Yusen Kaisha has now arranged to import coal from Sydney to Hongkong, where it will be stored for the use of the company's vessels.

OUR German contemporary *Reichsland* mentions an instance of the ignition of coal dust by the sun's rays, says *The Engineer*, and *Living Journal*. "The surface works of the Mybach Colliery, near Friederichshafen, in the Saar district, are chiefly of iron. On certain districts, the floating dust, due to the tipping of coal on to the haggard screens, because, in course of time, deposited in a layer more than an inch thick. On a nichelium burning his hand—while repairing a pipe running through the corrugated iron forming one of the south walls—the official inquiry showed that the layer of coal-dust had been formed along the wall, while the rest of the dust contained a proportion of pulverized rock, the metal plates heated by the sun had ignited it, the layer of white ash on the top proving that it had burned for a considerable period. This circumstance affords, in addition to fresh proof of the remarkable ease with which coal-dust may be brought to ignition, a possible explanation of fires at similar surface works."

A very amusing collection of mixed metaphors by well-known French authors has been brought together by the *Revue des Femmes*. The following are a few specimens:—
Francisque Sarrasin: "You recognize her mother's hand in Mlle. Marguerite Ugalde's voice."
P. de Saint-Victor: "Ezekiel transcribes and comments on sacred verse. He reads with one eye, he writes with the *Revue des Femmes*." "He seized him with one hand by the throat, and with the other he spat in his face!"
Flaubert: "His birthday present was as the phenological head, all painted in blue, and marked with letters down to the throat."

J. J. Ampere, describing Egyptian giants: "Their feet are as large as five of mine."

Brighton: "I see by the posters that 'Footlights', the theatrical, travels under his wife's management. Doctors: So do most men, only they don't advertise it."

REUTERS' TELEGRAMS.

[RECEIVED BY THE 'CHINA MAIL']

LONDON, May 6, 1897.
RESULT OF THE TWO THOUSAND GUINEAS.

Galle More..... 1
Velaque..... 2
Miaird..... 3

THE TURCO-GREEK WAR.

Greece has decided to continue the war.

DISASTER IN PARIS.

An appalling fire has occurred at a Charity Bazaar in Paris, which was attended by the cream of Parisian society. The whole structure was utterly consumed in twelve minutes. Upwards of one hundred charred bodies have been recovered. The list of the missing includes the Duchess of Alençon, the Countess Mun, the Marquise Gaillet and General Moutier. The remains recovered filled fourteen wagons.

[At this season of the year Paris is alive with bazaar and other entertainments, and an annual charity bazaar is held to provide for destitutes. This fancy fair is held under the patronage of the most fashionable ladies of the capital. It is probable that the disaster occurred at this annual fête. The Duchess Alençon was fifty years of age. She was a Bavarian Princess, and a sister of the Empress of Austria. She was the fifth daughter of Louis William, the brother of Duke Charles of Bavaria. The Princess married in 1868 the Duke d'Alençon, son of the late Duke Nemours. The Countess Mun was the wife of the Comte de Mun, a distinguished French speaker and Member of Parliament. Last month he was elected a member of the French Academy. The Marquise Gaillet was the wife of General Gaillet, late Minister of War. Last year the General attended the coronation of the Czar at St. Petersburg as French ambassador.—*Ed. G. M.*]

WEATHER NOTICE.

The following notice is issued from the Observatory:—
On the 7th at 11.30 a.m. The depression, moving Eastward, lies now over W. Japan. On the China coast, pressure is increasing quickly. Forecast—light variable, to moderate N.E. winds; thunder showers probable, cooler.

THE PLAGUE IN FORMOSA.

Mr. R. Chatterton Wilcox, Secretary to the Chamber of Commerce, sends us the following letter:—

Hongkong, 7th May, 1897.
Dear Sir,—The Colonial Secretary informs this Chamber that the Government have received a telegram from H. R. M. V. Minister at Tokyo to the following effect:—
"Medical inspection enforced against vessels from Formosan ports to Japan."

CORRESPONDENCE.

THE NAVY LEAGUE AND HONGKONG SCHOOLS.

To the Editor of the 'CHINA MAIL.'

Hongkong, 7th May, 1897.

SIR,—The discrimination made between the public schools of this Colony by the local branch of the Navy League has created some surprise in circles wherein educational affairs possess more or less a certain amount of importance. Without wishing to establish any invidious comparison between the standard of excellence possessed by individual public schools of Hongkong, I think the differential treatment in respect of these schools on the part of the Navy League calls for some remark.

The local Press announces the fact that the Honorary Secretary of the Hongkong Branch of the Navy League offers prizes for the best essays upon 'The Command of the Sea' and 'The Use of the British Navy' to be competed for by the pupils of Queen's College, the Victoria English School, and the Diocesan School. St. Joseph's College, which holds and has held a prominent position in the foremost rank of Hongkong Educational Institutions, has been left out in the cold. It is due to an oversight prompt reparation will, it is hoped, be made, and St. Joseph's College be invited to enter into the arena of these public competitions the same efforts of its late highly-respected promoter and the energy and zeal of its present staff of teachers entitle it to receive. Public opinion asks for no more, but certainly it demands this much, when a semi-public body, worthy of the esteem and consideration of every member of the British race, such as the Hongkong Branch of the Navy League is, engages its attention with institutions dependent upon public support and public grant for their maintenance in a matter of general public interest. As of right St. Joseph's College claims the same amount of public favour as the College and schools aforesaid. Why it should be precluded from participating in the benefits of the competitions initiated by the Navy League is a question for which a satisfactory answer is now sought. Unless St. Joseph's College be invited to enter into the arena of these public competitions the action of the Navy League affords good ground for reasonable complaint. The members of this association may well be reminded that for the Government Scholarship Examinations (now unfortunately closed with the default institutions of this Colony), the Schools qualified (and approved by the Governor) to present candidates are:—
Queen's College,
St. Joseph's College,
Diocesan Home Orphanage School,
Victoria English School,
High School.

Eliminating the last named from the list as being now closed, it is seen that St. Joseph's College is made the conspicuous exception by the Navy League. To the gentlemen composing this League the basis of the discrimination made, that the leading schools and colleges recognised by the Government of Hongkong should be considered as enjoying equal rights and privileges in any and every public contest for the emulation of the boys attending the public schools of this British Colony.—*Yours faithfully,*

Queen's College,

St. Joseph's College,

Diocesan Home Orphanage School,

Victoria English School,

High School.

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Queen's College,

St. Joseph's College,

Diocesan Home Orphanage School,

Victoria English School,

High School.

THE QUEEN'S RECORD REIGN CELEBRATIONS.

THE LOCAL ARRANGEMENTS.

The General Celebration Committee met yesterday in the Council Chamber. Hon. G. P. Clutter presided. The others present were:—Hons. F. H. May, T. H. Whitehead, Mr. R. M. Gray, and Hon. J. H. Stewart Lockhart (Hon. Secretary). After consideration, the Committee formulated a programme for the three-days' celebrations which is subject to alteration in respect of any suggestion that may be hereafter received from the public.

Sunday, 29th June, has been fixed for a day of thanksgiving. On that day the Record Reign Celebration Committee will assemble in the Council Chamber and proceed in a body to the morning service at St. John's Cathedral Church. Tuesday and Wednesday, 22nd and 23rd June, are to be recognised as general holidays. At ten o'clock on Tuesday morning, the Legislative Council will meet in the Council Chamber, and a congratulatory message will be despatched to Our Most Gracious Sovereign Queen Victoria. At eleven o'clock, a presentation of an address to the Queen will take place at Government House. It is understood that H.E. Sir William Robinson, the Governor, will hold a reception at that time. In the afternoon, there will be a military review at the Happy Valley, after which a hymn of praise will be sung by a choir of three hundred voices, accompanied by the massed military bands. This part of the programme is to be so arranged that all denominations will be able to take part in the ceremony. A large number of the musical public have already expressed their readiness to give their assistance in making this feature of the programme a success. Mr. Danby has promised to take part in organising this part of the celebrations. In the evening, there will be a display of fireworks at convenient spots on land to be carefully selected, and the junks and other craft afloat will be illuminated and a water procession promoted after the fifth anniversary of Her Majesty's reign. Hon. H. E. Wodehouse, C.M.G., has promised to undertake the arrangements in connection with this item, and Hon. Commander Rumbey has promised to give his assistance.

On Wednesday morning, the initial steps will be taken for the commencement of the permanent memorials of the Record Reign, by the laying of the foundation stone of a Hospital for Women and Children within the Government Civil Hospital grounds and the laying of a stone to mark the commencement of the new road from Kennedy Town to Aberdeen. It was resolved to perform both these ceremonies on the one day, as on the first day the time is fully occupied both in the forenoon and in the afternoon. In the afternoon, a gymkhana will be organised, for which Hons. T. H. Whitehead, F. H. May and Mr. R. M. Gray have undertaken the arrangements. The programme will include, in addition to races for Chinese ponies, bicycle races and other items to attract all classes of the community. In the evening there will be fireworks, and, if possible, illuminations in the harbour.

As regards the illuminations by the general public, this is a matter which will be left entirely to the option of the residents. We are informed by the Honorary Secretary that the Chinese have expressed a desire to illuminate on a large scale, and to erect triumphal arches. The Chinese theatres are to be open all day and all night and special attractions are to be provided. It is also proposed to institute an exhibition of curios, and it is hoped the Committee may be able to obtain the use of the City Hall for that purpose. Mr. Fung Wu Chen has undertaken to carry out the arrangements in connection with the exhibition. It has also been decided that a treat shall be given to the soldiers, sailors and police, and also to the children in the Convents and other Homes, such as the Victoria Home and Po Leung Kuk. There will be some men-of-war here, and the Naval Authorities have been asked to co-operate in the celebrations.

It has also been decided to draw up a Record of the Celebrations in Hongkong in the shape of a literary memorial, and Rev. T. W. Pearce, of the London Missionary Society, has promised to give his aid. This is a very good idea, as many people were disappointed at not having a souvenir of the Jubilee Celebrations.

The collection of the European subscriptions was commenced to-day, and the Chinese subscription lists will be issued on Monday. We are informed that the Chinese are showing great interest in the event, and are anxious to show their appreciation of the benefits enjoyed from British rule during the reign of Her Majesty. On Tuesday last, a very enthusiastic meeting was held in the Registrar General's office, at which a Committee of more than a hundred influential Chinese was elected to assist in carrying out the celebrations and collection of subscriptions.

The Hon. H. E. Wodehouse, C.M.G., asks us to intimate that the Jubilee Committee will be extremely obliged if members of the shipping community and owners of steam launchers, cargo boats, and other vessels will lend their cordial co-operation in any scheme that may be suggested to them by Mr. Wodehouse for the illumination of the Harbour and a display of fireworks.

PARROT MOUNTAIN, YOLOU (2nd model). Mandarins, and Strangers of all kinds. W. Robinson & Co.

EX-ST. JOSEPHIAN.

REMARKS.—That was a sad accident that happened to Mrs. Higgins. "Wag" was the name of the dog. "Wag" was the name of the dog. "Wag" was the name of the dog.

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ITINERARY OF AN INTERESTING TRIP UP THE SIKIANG OR WEST RIVER.

(Contributed by Mr. Chas. H. Thompson.)

For a change of air, and with the intention of personally testing the treatment of Transit passes covering goods intended for the interior of China, and also of visiting the riverine ports that it is understood are to be thrown open to foreign merchants in June next—along with the privilege of steam navigation—(greatly owing to the energy of Mr. John Andrew and others), I took the opportunity the other day of conveying a large parcel of assorted merchandise as far as Wu-Chau in Kwang-Si, some 250 miles to the North-West of Canton, and just over the border of Kwang-Tung.

Starting by the night boat to Canton on Thursday, the 8th April, with three other inquisitive companions, Mr. Fullerton Henderson (intent on spying out the promised land for himself), and Lieuts. Ramsay and P. Davies, R.A. (bent on sport), all desirous of attaining fame at least if not fortune, after a pleasant evening listening to the amusing yarns of Capt. Patrick, of the *Pomen*, we found ourselves the next morning in the City of Ramsay—so-called. After being entertained in their usual hospitable manner by friends in the Shamoon, and fulfilling all the Customs regulations in connection with my freight, we left at 5.30 on Saturday evening, the 10th inst., on our journey westward, having previously engaged a large native house boat, called a *Ho-Tow* (800 for the return voyage), which we provisioned chiefly with tinned stuff, and also stored with the wherewithal to keep our spirits up—no light matter with such thirsty souls on board! In this latter connection, for the benefit of intending voyagers, I may say here that much unnecessary trouble may be saved by ordering distilled liquids, beer, stout, &c., from Messrs. Watson & Co.—opposite the Shamoon Hotel—thus saving the bother of taking a lot of bulky cases to and from Canton several lamps and three earthenware tubs of fresh water for drinking purposes, as we did not care to trust the water obtainable en route. It kept quite fresh, and we used yellow river water for cooking. The *Ho-Tow* we engaged (which boats are chiefly used by Mandarins and their suite for travelling about the country) was a very large, clean and comfortable one, some 60 to 70 feet long, 10 to 12 feet broad, and with a draught of 1½ feet. It is a sort of huge oblong packing case, dividable into compartments with windows and doors, and we arranged ours as follows:—1st. The store room in the bows, then the Europeans' dining and bedroom, about 15 feet by 10 ft. amidships, then the boys' sleeping room, next the galley, and right aft the crew's sleeping berth, &c.; so that it will be seen we were by no means cramped for space. Stores and articles not immediately required were put in the holds under the floor, and very convenient we found these places. There were twenty-four people in all on our boat—including our cook, coolie, and boys. The boat's speed in the bow by a huge yellow, or ear, and aft, by a long narrow rudder. At times the rudder is lashed amidships, and the bow yulow only used when short-handed. The motive power is supplied by a crew of 12 men, who, according to circumstances, sail, yulow, track, or pole the boat along, by keeping near the banks, at a very fair pace—say, on an average, 25 to 30 miles a day. When tracking, the tow line is passed through a block at the masthead, from a cleat fixed by the side of the sternman, and the crew walk along the path in advance of the boat, keeping step so as to have a regular strain on each man, the end of the line being attached to the leader, and side lines to each of the remainder; and how they escaped being pulled over the side of the steep slippery path at times, under a heavy strain, was a puzzle to me, but of course they take care to avoid this. When poling, or punting, the crew divide on each side of the boat, and, dropping their long bamboo into the mud, push the boat onwards as they walk away towards the stern along a platform, thumping their feet hard on the boards, and keeping up a peculiar yelling and grunting that is curious if not musical—one young ruffian we had making a horrible 'jodelling' that caused most profane remarks from one of the passengers particularly, and only made the man yell louder! When yulowing, half the crew on each side of the boat working a long oar, they shake the craft up no end. Sailing, owing to the peculiarity of the double mast—an inverted V—is only possible with a fair wind. The crew from an European point of view 'did not handsome much,' but were a serviceable lot, and kept up twelve to fourteen hours' hard work each day that rather surprised us. Before starting the usual 'Joss pu-tsin' was indulged in by the crew, to keep off accidents, pirates &c.; j the ritual being performed by the cook's mate—a jolly looking boy we named Tommy. The Captain, Leung-Wong, a browned, good looking Celestial, steered the boat aft, and his mate stood in the bows, and assisted the rudder by his manipulation of the gigantic yulow. The *Ho Tow* was also provided with a rack of Chinese spears wherewith to repel unwelcome boarders.

We were accompanied by two large junks carrying the goods, and also by a small *Ho-Tow* in which our interpreter, Mr. A. Yeh, and his friend, Mr. Peng, lived—both good looking specimens of 'young China' turned out by the Victoria College. All the boats flew the British red ensign, and made quite a small fleet. The junks, however, sailed away from us, and we only saw them at intervals. After getting under weigh, we made for Sam-Shui by the Fati Crook, and moored for the night alongside the bank at a small village called Tung-Kow, some 5 miles from Canton. The next morning, at 5 o'clock, we cast off, and proceeded by the passage called Ng-Nga-lau, or five entrances, and arrived at Fatsien at 10.30 a.m.

Fatsien is a large city of secondary importance to Canton, and how we ever got through the narrow, crowded, shallow creek was a miracle, as the waterway was jammed with all sorts of strange craft. Here our mess-boy went ashore and gathered in further supplies, chickens, eggs, vegetables, terrapin, frogs, &c. The people all gazed at us curiously as we passed, and the children called out Fan-Kwai-Lo, and then ran away—even the cocks at the house doors crowed Fan-Kwai-Lo! It took us about an hour and a half to pass through the city. Here it was most of the wonderful cannon and jingals we saw on all the junks are made. At 7.30 that evening we anchored at Wong-Ting, a village close to Si-Nam, and all other boats coming after us stayed near us for mutual protection. At 5.30 the next morning, Monday 12th, we started off again, and passing to the left of Si-Nam, a place of considerable commercial importance, a few miles from Sam-Shui (half of the town is built on the mainland, and half on a small island that divides the stream), reached the latter place at 9 a.m., and passed the Ho-How barrier, 2nd lokin station (the first being opposite the Canton Customs House), without any trouble, in half-an-hour.

Sam-shui is a small town at the junction of the North river, the West river trend, &c., from Messrs. Watson & Co.—opposite the Shamoon Hotel—thus saving the bother of taking a lot of bulky cases to and from Canton several lamps and three earthenware tubs of fresh water for drinking purposes, as we did not care to trust the water obtainable en route. It kept quite fresh, and we used yellow river water for cooking. The *Ho-Tow* we engaged (which boats are chiefly used by Mandarins and their suite for travelling about the country) was a very large, clean and comfortable one, some 60 to 70 feet long, 10 to 12 feet broad, and with a draught of 1½ feet. It is a sort of huge oblong packing case, dividable into compartments with windows and doors, and we arranged ours as follows:—1st. The store room in the bows, then the Europeans' dining and bedroom, about 15 feet by 10 ft. amidships, then the boys' sleeping room, next the galley, and right aft the crew's sleeping berth, &c.; so that it will be seen we were by no means cramped for space. Stores and articles not immediately required were put in the holds under the floor, and very convenient we found these places. There were twenty-four people in all on our boat—including our cook, coolie, and boys. The boat's speed in the bow by a huge yellow, or ear, and aft, by a long narrow rudder. At times the rudder is lashed amidships, and the bow yulow only used when short-handed. The motive power is supplied by a crew of 12 men, who, according to circumstances, sail, yulow, track, or pole the boat along, by keeping near the banks, at a very fair pace—say, on an average, 25 to 30 miles a day. When tracking, the tow line is passed through a block at the masthead, from a cleat fixed by the side of the sternman, and the crew walk along the path in advance of the boat, keeping step so as to have a regular strain on each man, the end of the line being attached to the leader, and side lines to each of the remainder; and how they escaped being pulled over the side of the steep slippery path at times, under a heavy strain, was a puzzle to me, but of course they take care to avoid this. When poling, or punting, the crew divide on each side of the boat, and, dropping their long bamboo into the mud, push the boat onwards as they walk away towards the stern along a platform, thumping their feet hard on the boards, and keeping up a peculiar yelling and grunting that is curious if not musical—one young ruffian we had making a horrible 'jodelling' that caused most profane remarks from one of the passengers particularly, and only made the man yell louder! When yulowing, half the crew on each side of the boat working a long oar, they shake the craft up no end. Sailing, owing to the peculiarity of the double mast—an inverted V—is only possible with a fair wind. The crew from an European point of view 'did not handsome much,' but were a serviceable lot, and kept up twelve to fourteen hours' hard work each day that rather surprised us. Before starting the usual 'Joss pu-tsin' was indulged in by

Notices to Consignees.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.
STEAMSHIP PRINZ HEINRICH.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained. Optional Cargo will go on to Shanghai unless notice to the contrary be given before this afternoon at 4 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Instant, at 3 p.m.

All Claims must reach us before the 16th Instant, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by MELOCHERS & Co., Agents.

Hongkong, May 5, 1897. 921

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamer *Thos* having arrived from the Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon, on the 10th Instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 10th Instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th Instant will be subject to loss. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, May 3, 1897. 891

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *ROHILLA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From Persian Gulf, *ex* *Asia*, *India*, *Kapoor*, *and* *Heavy* *Goods*. Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 8th Instant, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 2, 1897. 880

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *BRAMMAR*, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARROLL & Co., Agents.

Hongkong, May 3, 1897. 889

AMERICAN SYSTEM OF DENTISTRY.

AT 62, QUEEN'S ROAD CENTRAL.

CHADWICK KEW.

(LATE OF POPE & NOBLE.)

Hongkong, December 19, 1895. 2556

RIGAUD'S White Violet EXTRACT.

This fugitive and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

10,000 White Violets equal each bottle of RIGAUD'S EXTRACT.

PARIS RIGAUD'S EXTRACT.

Prepared by A. RIGAUD & Co., Chemists.

Shipping.

Steamers.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Albatross*, Capt. C. DE LA PERRELLE, will be despatched as above on MONDAY, the 10th May.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, May 3, 1897. 908

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Mitsushima Maru*, Capt. P. H. GORDON, will be despatched for the above Ports on TUESDAY, the 11th May, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, May 3, 1897. 902

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship *Nanchang*, Capt. FRANKLIN, will be despatched as above on TUESDAY, the 11th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 3, 1897. 895

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHCHI, ADEN, MASSANA, SUZ, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

Also to SOUTH AFRICAN PORTS.)

The Co.'s Steamship *Gisela*, Captain L. BELLICH, will be despatched as above on TUESDAY, the 11th Instant.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, May 5, 1897. 923

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG & LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Stapledon*, Captain GARDNER, will be despatched as above on THURSDAY, the 13th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 3, 1897. 860

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Co.'s Steamship *Takong*, Captain ROY, will be despatched as above on MONDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, May 1, 1897. 885

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Osaka Maru*, Captain C. YOKO, will be despatched as above on FRIDAY, the 21st Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A daily qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, May 4, 1897. 911

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.T. British ship *Falls of Dee*, Loon, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, February 4, 1897. 243

FOR NEW YORK.

The 100 A.T. British Ship *Olga Mackenzie*, Captain INNES, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARSBERG & Co.

Hongkong, May 5, 1897. 919

Shipping.

Steamers.

NIPPON YUSEN KAISHA. TRANS-PACIFIC LINE. MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOI, KOBE AND YOKOHAMA. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.

The Co.'s Steamship *Utsushima Maru*, Capt. G. SHIMADZU, will be despatched as above on MONDAY, the 8th May, at Daylight, in accordance with previously advertised.

Connecting a K-Line with the Company's Steamship *Yamaguchi Maru*, Capt. MOSES, which will take on the Cargo and Passengers for Seattle and Peking beyond.

Consular Letters of Credit for the United States should be in Quadruplicate, and one Copy must be mailed by the 8th May, in the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

This departure cancels the previously advertised sailing of the Company's Steamship *Sakura Maru*.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, May 7, 1897. 901

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Arcton*, Capt. K. H. SUNDHOLM, will be despatched for the above Ports on SATURDAY, the 8th May, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, May 3, 1897. 897

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Utsushima Maru*, Capt. INNES, will be despatched on TUESDAY, the 18th May, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company and from AUSTRALIA are available for Return by Steamers of the Eastern and Australian S.S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 23, 1897. 812

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG AND LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Stapledon*, Captain GARDNER, will be despatched as above on THURSDAY, the 13th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 3, 1897. 893

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Utsushima Maru*, Captain VIGOR, will be despatched for the above Port on or about the 30th May.

For Freight or Passage, apply to DODWELL, CARROLL & Co., Agents.

Hongkong, May 4, 1897. 915

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN PORTS of the UNITED STATES and CANADA and to Europe.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK, \$650. The Railroad travelling is second to none in the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK, one of the first class ATLANTIC MAIL Lines.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Braemar..... 3.001 Friday, May 14, Tacoma..... 2.649 Tuesday, May 25, Victoria..... 3.167 Tuesday, June 15, Olympia..... 2.608 Tuesday, July 6, Peking..... 2.709 Tuesday, July 27.

THE Steamship *BRAMMAR*, Captain PORTER, sailing at Noon, on FRIDAY, the 14th May, will proceed to VICTORIA, (B.C.) and TACOMA, and will call at SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Letters of Credit for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer in the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARROLL & Co., General Agents.

Hongkong, May 5, 1897. 914

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARIKILLIS, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO OUTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 12th May, Noon, the Company's Steamship *YANGTSE*, Captain LIN, with MAILS, CARGO, and PASSENGERS, will leave the Port of Call, without transshipment.

Cargo and Special will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal place of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 a.m. and Parcels until 3 p.m. on the 11th May. (Parcels are not to be sent on board; they must be left at the Company's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, April 29, 1897. 855

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE S.S. *COROMANDEL*, Captain F. H. SEXTON, carrying for Mr. J. S. SEXTON, will be despatched from this for LONDON, (via BOMBAY), &c., on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transshipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, May 6, 1897. 930

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Prinz Heinrich..... Tuesday, May 26, Bremen..... Tuesday, June 22, Sackville..... Tuesday, July 20, Bayern..... Tuesday, August 17, Prinz Heinrich..... Tuesday, Sept. 14, Bremen..... Tuesday, Oct. 12, Bayern..... Tuesday, November 9, Prinz Heinrich..... Tuesday, December 7, Bremen..... Tuesday, January 4.

ON TUESDAY, the 26th day of May, 1897, at 9 a.m., the Company's S.S. *PRINZ HEINRICH*, Captain O. GIERKE, with MAILS, PASSENGERS, SPECIAL, and CARGO, will leave this port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on SATURDAY, the 22nd May, and will be received on board until 5 p.m., on MONDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Men can be washed on board.

For further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, May 1, 1897. 871

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu)..... TUESDAY, May 11, at noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu)..... SATURDAY, May 29, at noon.

Doric (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu)..... THURSDAY, June 17, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China or Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, April 23, 1897. 811

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu)..... THURSDAY, May 20, at noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu)..... TUESDAY, June 8, at noon.

City of Yokohama (via Shanghai, Nagasaki, Kobe, Yokohama and H'ulu)..... SATURDAY, June 26, at noon.

THE U.S. Mail S.S. *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island, Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.					Section.				
1. From Green Island to the Gne Works.					2. From Naval Yard to Blue Buildings.				
2. From Gas Works to Jardine's Wharf.					3. From Blue Buildings to East Point.				
3. From Jardine's Wharf to the Harbour Master's Office.					4. From Kellett's Island to North Point.				
4. From Harbour Master's to the P. & O. Co's Office.					10. Kowloon Wharves.				
5. From P. & O. Co's Office to Peddar's Wharf.					11. Jardine's Wharf.				
6. From Peddar's Wharf to the Naval Yard.									
Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons net.	Date of Arrival.	Consignee or Agent.	Destination.	Remarks.	
Steamers.									
Aithie	5	c Ellis	Brit.	2300	May 3	Gibb, Livingston & Co.			
Arcton Ager	5	c Sandberg	Brit.	1392	May 4	30 Davidson, Ross & Co.	S'pore & Calcutta	To-morrow	
Bombay	5	c Bourlimer	Brit.	1935	May 5	331b. Livingston & Co.	Singapore	To-day	
Cham	5	c Porter	Brit.	2316	May 2	26 Dowell, Carill & Co.	Tambrac, &c.	14th inst.	
Chuden	5	c Sanderson	Brit.	2, 235	May 4	Naval Yard			
Cem-poti	5	c Fritz	Ger.	607	May 3	2 Wieler & Co.	Touron		
Coptic.	5	c Seabury	Brit.	2744	April 30	U & S S. Co.	Canton Dock		
Dante	5	c Knipe	Ger.	1302	May 4	30 Stenzen & Co.	Vladivostok	To-morrow	
Duple	5	c Schuuden	Ger.	1291	April 30	2 Nippon Yusen Kaisha	Kobe	To-morrow	
Hirshina Maru	5	c Shimada	Japan.	2, 38	May 4	7 Jabsen & Co.	Haiphong	To-morrow	
Holstein	5	c Buluo	Ger.	987	May 7	A. R. Mistry			
Hongkong	5	c B-atan	Fch.	847	May 4	6 Yuen Fat Hong.			
Kiang-wai	5	c Enward	Brit.	1114	May 2	4 Holdby, Wae & Co.			
Kiata	5	c Ferrelle	Brit.	2883	May 3	6 Jabsen & Co.			
M-thide	5	c Ferguson	Ger.	600	May 4	6 Jabsen & Co.			
Monmouthshire.	5	c Evans	Brit.	1771	May 5	6 Shewan, Watson & Co.	Victoria, B.C.	12th inst.	
Nanchang	5	c Finlayson	Brit.	1650	May 6	6 Butterfield & Swire			
Oceana	5	c Formes	Ger.	1800	May 4	6 Jabsen & Co.			
Oceanic	5	c Kynoch	Brit.	1752	May 6	Jardine, Matheson & Co.			
Paiyang	5	c Kohler	Ger.	982	May 3	7 Yuen Fat Hong			
Pra Chua Chum Kue	5	c Piquet	Brit.	1012	May 4	6 Jabsen & Co.			
Rio	5	c Christensen	Ger.	1109	May 5	2 Nippon Yusen Kaisha	Shanghai, &c.	To-day	
Sagami Maru	5	c Ohno	Japan.	1168	May 3	30 Butterfield & Swire	Sourabaya	11th inst.	
Shantung	5	c Macdon	Brit.	1850	April 22	Jardine, Matheson & Co.	K'loon Dock		
Tachion	5	c Fremore	Brit.	864	May 3	6 Jabsen & Co.			
Tetoria	5	c Christensen	Ger.	1812	April 30	6 Jabsen & Co.			
Triumph	5	c Rike	Ger.	675	May 6	6 Jabsen & Co.	Haibow, &c.	To-morrow	
Vindobona	5	c Beller	Aus.	2689	May 3	6 Sander & Co.	Singapore & Bombay	To-day	
Yuen-nao	5	c Walladore	Brit.	1106	May 6	Jardine, Matheson & Co.	Mamia	10th inst.	

Sailing Vessels.									
Any Turner	2 c	Warland ..	Amr. bqs.	901	April 30	Standard Oil Co.			
Atlantic	2 k	Kelkenberg ..	Ger. bqs.	633	Mar. 31	Luc Kee			
Brunei	2 k	Frampton ..	Brit. bqs.	1866	April 9	Standard Oil Co.			
Fall-of-Dee	2 c	Lock	Br. 4m. sh.	1848	Febr. 16	Standard Oil Co.			
Lindsey	3 c	May	Amcr. sh.	1 49	April 12	Dowell, Cuthill & Co.			
Mary L. Cushing	2 c	Ponditen ..	Amcr. sh.	1875	April 12	Arnhold, Karberg & Co.			
Port Stan-F	2 c	Williamson ..	Br. 4m. bk.	2187	April 6	Standard Oil Co.			
Turndale	3 r	Buchanan ..	Br. 4m. bk.	2184	Febr. 6	Standard Oil Co.			
West York	5 k	Bel. bqs.	688	Oct. 18	Order				

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.F.	Captain.	Where at.
Algeria	deepatch-keasel sloop	1700 1450	12 13	5000	Commander F. G. De Lisle	Taiwanfo Singapore
Albatross	cruiser 3rd class	3270	16	3500	Comd. C. J. Kingsmill	Marine
Albatross	twinscrew battle ship	10,500	41	19,000	Comdr. Spencer B. Legin	Hankow
Albatross	sloop	1150	16	2000	Commander Galloway	Hankow
Albatross	p.-b. 3rd class coast defence gunboat 2nd class	863 485	9 8	200	Lt.-Com. Cladwick	Hankow
Albatross	twinscrew cruiser, 1st class	7350	38	12,000	Lieut.-Com. Vernon Maud Captain E. P. Jones	Hankow Nagasaki
Albatross	torpedo boat destroyer	226	6	3000	Lieut. A. Gillespie	Hankow
Albatross	torpedo boat destroyer	200	6	4000	Lieut. H. P. Shakspeare	Hankow
Albatross	store ship	26	0	800	Commander E. W. Wileg	Yokohama
Albatross	armoured cruiser, 1st class	6500	34	8500	Captain Edward Chichester	Cebu
Albatross	cruiser 2nd class	3600	21	900	Capt. H. T. Dadding	Singapore
Albatross	gun-keasel 2nd class	756	8	870	Commander R. C. Sparke	Tientsin
Albatross	armoured cruiser, 1st class	6800	34	8500	Captain Wm. C. C. Forsyth	Singapore
Albatross	gunboat 1st class	770	10	1900	Lieut. P. S. St. John	Nagasaki
Albatross	sloop	1050	13	—	Capt. Cochran	Singapore
Albatross	gunboat 1st class	710	10	1200	Lieut. Dornes	Singapore
Albatross	cruiser 2nd class	3650	21	9000	Capt. A. C. Corry	Singapore
Albatross	gunboat 1st class	755	10	1510	Lieut. Spencer V. Y. de Horsey	Shanghai
Albatross	cruiser 2nd class	3600	21	9000	Capt. V. A. Tisdall	Hankow
Albatross	gunboat 1st class	715	10	1200	Lt.-Com. Hon. G. A. Hartings	Hankow
Albatross	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Wessing
Albatross	gun-keasel 2nd class	755	8	870	Capt. R. S. McAlpine	Hankow
Albatross	ox-transport	2047	—	—	—	Hankow
Albatross	p.-b. 3rd class coast defence recognition ship	3157	14	—	Commander B. Holland	Hankow
Albatross	coast defence ship, armoured	2750	12	1000	—	Hankow

Torpedo Boats in Reserve Nos. 8, 20, 35, 55, 37 and 38, 1st class; and 8, second class boats.

* Fleetship of Vice-Admiral Sir Alexander Baile, K.C.B. † Fleetship of Rear-Admiral Coley.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kholodoff	Russian cruiser	4140	38	5500	Captain Molos	Chiofo
Admiral Nahikoff	Russian cruiser	7781	28	5500	Captain Khaberbushoff	Nagasaki
Africa	Portuguese transport	1993	—	—	Capt. Antonio Sergio de Souza	Macao
Alsolt	Russian gun boat	810	2	730	Captain Pasenkov	Vladivostok
Areona	German cruiser	2304	18	2400	Captain Becker	Yokohama
Argus	Spanish gunboat	108	2	860	Commander R. Caceras	Manila
Arya	French gunboat	416	4	480	Commander J. J. de la Concha	Manila
Cypard	French flagship	6031	28	4410	Capt. Texier	Bangkok
Requoy	Portuguese gunboat	462	5	400	Capt. A. T. De Costa e Silva	Macao
Bobra	Russian sloop	860	13	1180	Captain Molos	Nagasaki
Baton	U. S. cruiser	3100	8	3800	Captain F. Wildes	Nagasaki
Castilla	Spanish cruiser	3780	22	2680	Capt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	552	2	890	Lieut. A. Herrera	Manila
Cometo	French gunboat	496	4	560	Capt. Simon	Nagasaki
Edouard	German cruiser	3648	8	2800	Capt. Brunsat	Nagasaki
D'acartes	French cruiser	406	22	—	Capt. Bernard	en route
Detroit	U. S. cruiser	2200	16	5400	Capt. Reiter	Singapore
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Withoff	Nagasaki
Don Antonio de Ulloa	Spanish cruiser	1200	13	1628	Com. E. Robison	Manila
Don Juan de Austria	Spanish cruiser	1180	14	1600	Commander J. J. de la Concha	Manila
Edouard	French cruiser	668	6	8100	Capt. Texier	Zoolow
Eleanor	Spanish gunboat	569	7	600	Lieut. Com. F. Ranciere	Nagasaki
Guacarnik	Russian gunboat	560	9	8600	Capt. Schebrennikoff	Manila
General Alava	Spanish troop-ship	1200	2	1000	Capt. R. Rodriguez Trejillo	Manila
General Lezo	Spanish gunboat	520	6	610	Lieut. Com. R. Benavente	Manila
Gromatchey	Russian gunboat	1480	12	1880	Capt. Bouchon	Batavia
Gromatchey	Russian cruiser	5400	22	5600	Commander J. J. de la Concha	Manila
Isla de Cuba	Spanish protected cruiser	1048	10	2800	Commander D. Regalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	10	2800	Commander P. Barreto	Manila
Kaiser	German flagship	2677	16	7800	Captain Ege	Nagasaki
Kaiser Franz Josef I	Austrian cruiser	4060	29	10,000	Capt. Yedina	Amoy
Koningin Wilhelmina	Nederlander cruiser	—	—	—	Capt. W. J. Derx	Yokohama
Korejets	Russian sloop	1200	8	2450	Capt. Lindstrom	Yokohama
Kreiser	Russian sloop	1390	13	1600	Capt. Leitch	Nagasaki
Lion	French gunboat	600	6	500	Lieutenant Gundach	Peking
Machias	U. S. cruiser	3900	16	1800	Commander Mackenzie	Corea
Manila	Spanish transport	1910	2	780	Lieut. Com. J. J. Osami	Manila
Mandehur	Russian sloop	1200	8	1400	Commander Kachaloff	Shanghai
Marques del Duero	Spanish gunboat	500	6	500	Lieut. Com. S. Moreno de Guerra	Manila
Mercury	U. S. sloop	3976	6	880	Capt. C. W. Farabee	Manila
Olinde	U. S. flagship	15,800	14	15,800	Captain J. Reed	Yokohama
Ovsey	Russian gunboat	1480	12	2000	Captain Radloff	Nagasaki
Panfa Akora	Russian cruiser	6060	33	8000	Captain Viresnau	Yokohama
Panther	Austrian cruiser	3540	10	—	Commander Koppel	Amoy
Pasal	French cruiser	4890	80	—	—	en route
Plewer	French gunboat	643	8	450	Lieut. Commander Vidal	Bangkok
Princess Wilhelm	German cruiser	6450	22	6000	Captain Olinde	Yokohama
Princess Christina	Spanish cruiser	419	4	—	Comdr. Bonham	Yokohama
Rari	Russian flagship	12,500	48	15,800	Captain Radloff	Nagasaki
Rikard	Russian gunboat	980	13	1120	Captain A. S. S. S.	Vladivostok
Sivorchin	Russian cruiser	980	13	1120	Captain A. S. S. S.	Vladivostok
Surprise	French gunboat	1188	7	1690	Commander S. Babou	Manila
Vasco	Spanish gunboat	480	6	420	Commander J. J. de la Concha	Nagasaki
Vladimir	Russian gunboat	860	8	860	Capt. Brunsat	Nagasaki
Yaduki	U. S. cruiser	1900	16	2800	Commander Kachaloff	Nagasaki
Yokohama	Russian cruiser	1280	18	1470	Commander V. S. S.	Nagasaki

NOW ON SALE.

INDEX
TO THE
CHINA REVIEW
from
VOLUME I. TO XII.

1.—LIST OF CONTRIBUTORS.
2.—ANALYSIS.
3.—REVIEWS OF BOOKS.
4.—LIST OF ARTICLES REVIEWED.

PRICE. 50 CENTS.

The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. A. Giles on "The Tao Te Ching Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuan" are contained in the form of two booklets of travel in the interior of China. Mr. F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. The number also contains a list of a number of Notes and Queries, one of which "On Chinese Oaths in Western Form and Java" might appropriately have been placed under a separate heading, complete the number.—H.K. Daily Press.

Tyler's *Oriental Record* contains the following notice of the *China Review*:—
The excellent publication, judging by the number now before me, is doing well in occupying a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years on the history, literature, languages, antiquities, and social development of China, has led to the accumulation of important stores of information, requiring some such channel of publicity as is now provided extremely desirably by this journal. The *China Review* may fairly be looked on from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body amongst whom a high degree of Chinese scholarship is now unanimously cultivated, as the most convenient vehicle for the dissemination of the latest by-ways, highly translated to their respective authors and readers. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style and an account of the career of the Chinese post-master of the eleventh century is given by Mr. Giles. The number is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we find an article on the Notes and Queries. It is to be hoped that this opening for contributions on Chinese subjects may evoke a small degree of literary zeal to that which was displayed during the lifetime of its predecessor. It is to be hoped that the *China Review* may receive the support necessary to become a permanent feature.

SAILOR'S HOME.
NY Cast-off Clothing, Boots, etc.

Foreign Men-of-war on the China and Japan Station.

Printed and published by Geo. Newman, Esq., at the "Star and Garter," No. 1, Strand, London.